

## TALKING POINTS

# INTERSTATE 15 I-15/I-215 DEVORE JUNCTION

## Goods Movement Improvement Project

**Located at the Base of Cajon Pass in the San Bernardino Mountains**



- ▲ Trade Corridor of National Significance
- ▲ Critical to Interstate commerce and International trade
- ▲ Major goods movement corridor serving the L.A. Basin and the ports

**Estimated total project cost: \$324 Million**

- Top priority project for the four states I-15 Mobility Alliance
- Innovative Design-Build procurement process allows construction to commence by 2012
- Project benefits the nation and the region
- Federal and State funding are critical
- Largely funded by State, Local (Measure I), and local Federal discretionary funds



- Project eligible for TIGER\* III Grant Funding
- TIGER III Grant to fill \$30 million gap
- Project meets USDOT criteria for TIGER funds
- Expenditure of TIGER III funds can commence in the Fall of 2012

\*TIGER: Transportation Investment Generating Economic Recovery



San Bernardino Associated Governments  
909.884.8276, [www.sanbag.ca.gov](http://www.sanbag.ca.gov) -  
Caltrans is lead for Design-Build process



## TALKING POINTS

# INTERSTATE 15 I-15/I-215 DEVORE JUNCTION

## Goods Movement Improvement Project

**Located at the Base of Cajon Pass in the San Bernardino Mountains**



- ▲ Trade Corridor of National Significance
- ▲ Critical to Interstate commerce and International trade
- ▲ Major goods movement corridor serving the L.A. Basin and the ports

**Estimated total project cost: \$324 Million**

- Top priority project for the four states I-15 Mobility Alliance
- Innovative Design-Build procurement process allows construction to commence by 2012
- Project benefits the nation and the region
- Federal and State funding are critical
- Largely funded by State, Local (Measure I), and local Federal discretionary funds



- Project eligible for TIGER\* III Grant Funding
- TIGER III Grant to fill \$30 million gap
- Project meets USDOT criteria for TIGER funds
- Expenditure of TIGER III funds can commence in the Fall of 2012

\*TIGER: Transportation Investment Generating Economic Recovery



San Bernardino Associated Governments  
909.884.8276, [www.sanbag.ca.gov](http://www.sanbag.ca.gov) -  
Caltrans is lead for Design-Build process



## TALKING POINTS

# INTERSTATE 15 I-15/I-215 DEVORE JUNCTION

## Goods Movement Improvement Project

**Located at the Base of Cajon Pass in the San Bernardino Mountains**



- ▲ Trade Corridor of National Significance
- ▲ Critical to Interstate commerce and International trade
- ▲ Major goods movement corridor serving the L.A. Basin and the ports

**Estimated total project cost: \$324 Million**

- Top priority project for the four states I-15 Mobility Alliance
- Innovative Design-Build procurement process allows construction to commence by 2012
- Project benefits the nation and the region
- Federal and State funding are critical
- Largely funded by State, Local (Measure I), and local Federal discretionary funds



- Project eligible for TIGER\* III Grant Funding
- TIGER III Grant to fill \$30 million gap
- Project meets USDOT criteria for TIGER funds
- Expenditure of TIGER III funds can commence in the Fall of 2012

\*TIGER: Transportation Investment Generating Economic Recovery



San Bernardino Associated Governments  
909.884.8276, [www.sanbag.ca.gov](http://www.sanbag.ca.gov) -  
Caltrans is lead for Design-Build process



## I-15 / I-215 DEVORE JUNCTION

### CHALLENGES / SOLUTIONS

#### CHALLENGES

- 1 Million + vehicles travel through junction weekly
- 160,000 vehicles per day (today); 379,000 vehicles per day (2040)
- Multiple lane changes, while ascending/descending between slow moving trucks /fast moving vehicles
- Chokepoint – 3 lanes each direction in an otherwise continuous 4 lane I-15 facility
- Long delays – back-ups 5 mi. long (see below)
- Non-standard interchange spacing concurrent with steep grade and heavy traffic
- Driver confusion due to non-standard junction configuration
- Congestion/delays due to high traffic volumes and inadequate capacity
- High accident rate within junction
- No direct local circulation option
- 14% unemployment in the area

#### SOLUTIONS

- Add truck by-pass connector to separate truck traffic
- Add a lane in each direction
- Eliminate weaving by standardizing on-off ramps
- Designate I-15 as main movement to improve safety and eliminate weaving
- Reduce need for multiple lane changes
- Reconnect Cajon Blvd (Historic Route 66) to provide local circulation and alternative route for emergency vehicles
- Creates 5000+ direct/indirect jobs



## I-15 / I-215 DEVORE JUNCTION

### CHALLENGES / SOLUTIONS

#### CHALLENGES

- 1 Million + vehicles travel through junction weekly
- 160,000 vehicles per day (today); 379,000 vehicles per day (2040)
- Multiple lane changes, while ascending/descending between slow moving trucks /fast moving vehicles
- Chokepoint – 3 lanes each direction in an otherwise continuous 4 lane I-15 facility
- Long delays – back-ups 5 mi. long (see below)
- Non-standard interchange spacing concurrent with steep grade and heavy traffic
- Driver confusion due to non-standard junction configuration
- Congestion/delays due to high traffic volumes and inadequate capacity
- High accident rate within junction
- No direct local circulation option
- 14% unemployment in the area

#### SOLUTIONS

- Add truck by-pass connector to separate truck traffic
- Add a lane in each direction
- Eliminate weaving by standardizing on-off ramps
- Designate I-15 as main movement to improve safety and eliminate weaving
- Reduce need for multiple lane changes
- Reconnect Cajon Blvd (Historic Route 66) to provide local circulation and alternative route for emergency vehicles
- Creates 5000+ direct/indirect jobs



## I-15 / I-215 DEVORE JUNCTION

### CHALLENGES / SOLUTIONS

#### CHALLENGES

- 1 Million + vehicles travel through junction weekly
- 160,000 vehicles per day (today); 379,000 vehicles per day (2040)
- Multiple lane changes, while ascending/descending between slow moving trucks /fast moving vehicles
- Chokepoint – 3 lanes each direction in an otherwise continuous 4 lane I-15 facility
- Long delays – back-ups 5 mi. long (see below)
- Non-standard interchange spacing concurrent with steep grade and heavy traffic
- Driver confusion due to non-standard junction configuration
- Congestion/delays due to high traffic volumes and inadequate capacity
- High accident rate within junction
- No direct local circulation option
- 14% unemployment in the area

#### SOLUTIONS

- Add truck by-pass connector to separate truck traffic
- Add a lane in each direction
- Eliminate weaving by standardizing on-off ramps
- Designate I-15 as main movement to improve safety and eliminate weaving
- Reduce need for multiple lane changes
- Reconnect Cajon Blvd (Historic Route 66) to provide local circulation and alternative route for emergency vehicles
- Creates 5000+ direct/indirect jobs

